

FUND 309

METRO OPERATIONS AND CONSTRUCTION

Board of Supervisors' Adjustments

The following funding adjustments reflect all changes to the FY 2002 Advertised Budget Plan, as approved by the Board of Supervisors on April 30, 2001:

- The Board of Supervisors made no changes to the FY 2002 Advertised Budget Plan.

The following funding adjustments reflect all approved changes to the FY 2001 Revised Budget Plan from January 1, 2001 through April 23, 2001. Included are all adjustments made as part of the FY 2001 Third Quarter Review:

- The Board of Supervisors made no adjustments to this fund.
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County Executive Proposed FY 2002 Advertised Budget Plan

Purpose

Fund 309, Metro Operations and Construction, contains the funds provided by Fairfax County to pay the County's allocated portion of the Washington Metropolitan Area Transit Authority's (WMATA) FY 2002 operating and capital budget. The County subsidizes Metrorail, Metrobus, and MetroAccess (paratransit) service, contributes to construction costs associated with the 103-mile Metrorail system, and contributes to the repair, maintenance, rehabilitation, and replacement of capital equipment and facilities for the Metrobus, Metrorail, and MetroAccess systems.

The WMATA budget presented here is based on initial FY 2002 information obtained from WMATA budget staff, as well as County Department of Transportation (DOT) staff estimates. The WMATA General Manager issued the proposed FY 2002 WMATA budget in December 2000, and the WMATA Board Budget Committee is in the process of reviewing the proposed budget between January and May 2001. After this period of review, the WMATA Board of Directors will adopt the FY 2002 Budget in May 2001. The County's portion of the total WMATA budget is determined by using several formulas that include factors such as jurisdiction of residence of passengers, number of stations located in a jurisdiction, the amount of service in a jurisdiction, the jurisdiction's population, and the jurisdiction's population density.

Applied State Aid, Gas Tax Receipts, and State Department of Transportation Bond Revenues are recorded in Fund 309, Metro Operations and Construction. These funds are used by Fairfax County to offset WMATA's operating and capital costs. Fairfax County's contribution consists of the General Fund Transfer to Fund 309 to cover Operating Expenditures and General Obligation Bond revenues to cover Capital Construction Expenditures. These categories are summarized below.

Operating Expenditures

The total FY 2002 subsidy for bus and rail operation totals \$47.8 million, of which \$10.0 million will be supported by Fairfax County funding sources. This funding level supports:

- Existing Metrorail and Metrobus service levels (assumed a 2.0 percent inflation factor to the WMATA FY 2001 Adopted Budget)
- Improvements to local bus service provided by WMATA

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- Increased funds for MetroAccess due to increased utilization of these Americans with Disabilities (ADA) paratransit services
- Continuation and annualization of the Springfield Circulator Bus Service started in FY 2001
- Other service enhancements

As noted above, this estimate is based on preliminary FY 2002 information obtained from WMATA budget staff, as well as County Department of Transportation (DOT) staff estimates, and is subject to revision until the final WMATA budget is approved in June 2001.

On the basis of a Northern Virginia Transportation Commission (NVTC) formula, the County receives State Aid and Gas Tax Receipts to support Operating Expenses requirements. In FY 2002, a total of \$28.1 million in State Aid and \$8.6 million Gas Tax Receipts will be used to support the various Operating Expenses noted above. In addition, \$1.1 million will be funded from Interest on funds at NVTC. The remaining \$10.0 million is funded through a General Fund transfer.

As a result of changes in the funding formula, the above totals for State Aid and Gas Tax are \$1.4 million higher than they would otherwise be. When the formula was updated, it was proposed that additional funds resulting from the formula change could not be used to reduce the General Fund Transfer for current Operating Expenses but only for service enhancements. Therefore, this total (in the form of additional General Fund dollars) will be transferred to Fund 100, County Transit Systems, for various mass transit enhancements such as expanded bus service and reduced fare initiatives on select transit trips.

Capital Construction Expenditures

In total, \$10.5 million is included for Capital requirements, of which \$4.9 million is supported by Fairfax County General Obligation Bonds. The remaining total is funded through Applied State Aid, Gas Tax Receipts, and State Department of Transportation Bond Revenues. Capital expenditures are included to support the completion of the 103-mile Metrorail system, as well as maintain and/or acquire facilities, equipment, rail cars, and buses.

In previous years, large funding totals in this category primarily supported Fifth Interim Capital Contribution Agreement (ICCA-V) or "fast track" construction plan of the 103-mile Metrorail system. Approved by the Board of Supervisors in FY 1992, the plan provided a funding mechanism for participating jurisdictions to contribute toward the completion of the regional Metrorail system by FY 2002. Based on the projected billing schedule provided by WMATA and construction progress, \$0.9 million is required in FY 2002 for this purpose. This amount represents the County's final scheduled ICCA-V payment. It should be noted that reconciliation payments will be still be required in future years. The FY 2002 total of \$0.9 million compares with an amount of \$14.4 million in FY 2000 and an estimated \$10.7 million in FY 2001 earmarked for capital rail construction.

Other FY 2002 Capital Expenditures include \$6.0 million for the Rail Reliability program, a program dedicated to the rehabilitation of the railcar fleet and upgrades to Metrorail system components such as fare gates and farecard machines. An additional \$3.2 million is included to fund Adopted Regional System (ARS) debt service requirements, and \$400,000 is included for other Metrorail system improvements and/or expansions.

It should be noted that Metrorail operates three lines in Fairfax County; the Yellow Line which terminates at the Huntington Station in the Southeastern part of the County, the Orange Line which terminates at the Vienna Station in the central part of the County, and the Blue Line terminating at the Franconia-Springfield station. In FY 2002, it is estimated that 11.5 million passengers will board Metrorail at stations in Fairfax County.

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Key Accomplishments

- ◆ In January 2001, opened five additional stations on the Metrorail Green Line to Branch Avenue.
- ◆ Received first order of low-floor buses, which will begin being placed into service in Spring 2001.
- ◆ In January 2001, completed construction of 1,550 additional parking spaces at the Vienna Metrorail Station.
- ◆ Ordered new 5000 series Metrorail cars, which will begin being placed into service in Spring 2001.
- ◆ In December 2000, opened the Stringfellow Park-and-Ride lot and provided bus service by rerouting Metrobus Route 12S.

FY 2002 Initiatives

- ◆ Implement additional bus service to the Stringfellow Park-and-Ride lot.
- ◆ Initiate additional bus service in the Centreville area to address overcrowding.
- ◆ Complete design and secure zoning approvals for an additional parking garage at the Franconia-Springfield Metrorail station.

Performance Measurement Results

Fairfax County Metrorail ridership increased 1.8 percent from FY 1999 to FY 2000 and is projected to continue a steady rate of increase. In addition, Fairfax County Metrobus ridership increased 1.0 percent from FY 1999 to FY 2000 and is likewise projected to continue a steady rate of increase.

Funding Adjustments

The following funding adjustments from the FY 2001 Revised Budget Plan are necessary to support the FY 2002 program:

- ◆ The FY 2002 subsidy for bus and rail operation totals \$47,754,591, of which \$10,015,420 will be supported by Fairfax County funding sources. It should be noted that this estimate is based on preliminary FY 2002 information obtained from WMATA budget staff, as well as County Department of Transportation (DOT) staff estimates. This funding level supports existing Metrorail and Metrobus service levels, as well as MetroAccess ridership, the continuation of Springfield Circulator Bus Service, and the provision of funding for several service enhancements.
- ◆ FY 2002 capital construction expenditures total \$10,456,398, of which \$4,918,523 will be supported by Fairfax County bond funds. Capital expenditures are included to maintain facilities, equipment, and buses and to support the completion of the 103-mile Metrorail system. It should be noted that the funding required for FY 2002 has decreased primarily due to the continued decline of the Rail Capital requirement for the 103-mile system, based on the projected billing schedule provided by WMATA, and construction progress. An amount of \$894,630 is required in FY 2002 for this purpose, while an additional \$400,000 is included for Metrorail system improvements and/or expansions. Funding of \$5,992,840 is included for the Rail Reliability program. This program includes the rehabilitation of the railcar fleet and upgrades to Metrorail system components such as fare gates and farecard machines. Finally, an amount of \$3,168,928 is included to fund Adopted Regional System (ARS) debt service requirements.
- ◆ An amount of \$1,435,424 is transferred out to Fund 100, County Transit Systems, for various mass transit enhancements such as expanded bus service and reduced fare initiatives on select transit trips.

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The following funding adjustments reflect all approved changes to the FY 2001 Revised Budget Plan since passage of the FY 2001 Adopted Budget Plan. Included are all adjustments made as part of the FY 2000 Carryover Review and all other approved changes through December 31, 2000:

- ◆ FY 2001 disbursements are increased \$1,568,205 to reflect carryover of unexpended balances from FY 2000 that were anticipated to be required in FY 2001 for transportation-related programs such as bus replacement, facilities improvements, and other requirements.

Objectives

- ◆ To increase the annual number of riders on Metrobus routes serving Fairfax County by 2.0 percent, from 5,100,000 in FY 2001 to 5,200,000 in FY 2002.
- ◆ To increase the number of Metrorail riders boarding at stations in Fairfax County by 1.8 percent, from 11,300,000 in FY 2001 to 11,500,000 in FY 2002.

Performance Indicators

Metrobus

Indicator	Prior Year Actuals			Current Estimate	Future Estimate
	FY 1998 Actual	FY 1999 Actual	FY 2000 Estimate/Actual	FY 2001	FY 2002
Output:					
Passengers boarding Metrobus routes in Fairfax County	4,886,000	4,999,400	4,999,400 / 5,049,000	5,100,000	5,200,000
Metrobus routes	87	87	87 / 87	87	87
Metrobus platform hours	308,739	308,739	316,900 / 320,000	326,000	334,000
Metrobus platform miles	5,374,679	5,374,679	5,566,608 / 5,685,000	5,793,000	5,938,000
Efficiency:					
Operating costs	\$30,685,839	\$29,776,666	\$30,159,707 / \$30,061,350	\$30,613,144	\$31,762,617
Fare box revenue	\$5,578,020	\$5,708,000	\$5,578,020 / \$5,708,000	\$5,736,000	\$5,736,000
Operating subsidy	\$25,107,819	\$24,068,666	\$24,581,687 / \$24,353,350	\$24,877,144	\$26,026,617
Operating cost/platform mile	\$5.71	\$5.54	\$5.42 / \$5.29	\$5.28	\$5.35
Operating cost/platform hour	\$99.39	\$96.45	\$95.17 / \$93.94	\$93.91	\$95.10
Revenue/operating cost (shown as a percent)	18.18%	19.17%	18.49% / 18.99%	18.74%	18.06%
Operating subsidy per Metrobus passenger	\$5.14	\$4.81	\$4.92 / \$4.82	\$4.88	\$5.01
Outcome:					
Percent change in passengers riding on Metrobus routes serving Fairfax County	(4.8%)	2.3%	0.0% / 1.0%	1.0%	2.0%

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Metrorail

Indicator	Prior Year Actuals			Current Estimate	Future Estimate
	FY 1998 Actual	FY 1999 Actual	FY 2000 Estimate/Actual	FY 2001	FY 2002
Output:					
Metrorail passengers boarding at stations in Fairfax County	10,914,000	11,000,000	11,500,000 / 11,200,000	11,300,000	11,500,000
Efficiency:					
Operating costs	\$46,645,145	\$45,905,732	\$46,731,084 / \$48,746,076	\$50,747,595	\$48,895,482
Fare box revenue	\$30,931,000	\$30,931,000	\$30,931,000 / \$30,931,000	\$30,931,000	\$30,931,000
Operating subsidy	\$15,714,145	\$14,974,732	\$15,800,084 / \$17,815,076	\$19,816,595	\$17,964,482
Revenue/operating cost (shown as a percent)	66.31%	67.38%	66.19% / 63.45%	60.95%	63.26%
Operating subsidy Per Metrorail passenger	\$1.44	\$1.36	\$1.37 / \$1.59	\$1.75	\$1.56
Outcome:					
Percent change in passengers boarding at Metrorail stations in Fairfax County	16.6%	0.8%	4.5% / 1.8%	0.9%	1.8%

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FUND STATEMENT

Fund Type G30, Capital Project Funds

**Fund 309, Metro Operations
and Construction**

	FY 2000 Actual	FY 2001 Adopted Budget Plan	FY 2001 Revised Budget Plan	FY 2002 Advertised Budget Plan	FY 2002 Adopted Budget Plan
Beginning Balance	\$13,620,877	\$101,906	\$2,938,449	\$0	\$0
Revenue:					
Revenue Applied to Operating Expenses					
State Aid Applied to Operating	\$28,654,460	\$25,775,775	\$25,775,775	\$28,089,171	\$28,089,171
Gas Tax Revenue Applied to Operating	6,839,844	8,075,712	8,075,712	8,550,000	8,550,000
Prior Year Adjustments	1,409,523	3,034,479	3,034,479	0	0
Interest	0	0	0	1,100,000	1,100,000
Subtotal - Revenue Applied to Operating	\$36,903,827	\$36,885,966	\$36,885,966	\$37,739,171	\$37,739,171
Revenue Applied to Capital Construction					
State Aid Applied to Rail Reliability	\$844,423	\$692,300	\$692,300	\$0	\$0
State Aid Applied to Bus Capital	2,034,111	1,621,096	1,621,096	0	0
State Aid Applied to ARS Debt Service	3,010,481	3,010,481	3,010,481	3,010,481	3,010,481
State Bonds Applied to Capital Construction	7,078,969	0	0	2,368,947	2,368,947
Gas Tax Rev. Applied to ARS Debt Service	158,447	158,447	158,447	158,447	158,447
Subtotal - Revenue Applied to Capital Construction	\$13,126,431	\$5,482,324	\$5,482,324	\$5,537,875	\$5,537,875
County Bond Sales ¹	\$0	\$13,971,188	\$12,702,850	\$4,918,523	\$4,918,523
Total Revenue	\$50,030,258	\$56,339,478	\$55,071,140	\$48,195,569	\$48,195,569
Transfers In:					
General Fund (001)	\$7,045,830	\$12,673,283	\$12,673,283	\$11,450,844	\$11,450,844
Total Transfers In	\$7,045,830	\$12,673,283	\$12,673,283	\$11,450,844	\$11,450,844
Total Available	\$70,696,965	\$69,114,667	\$70,682,872	\$59,646,413	\$59,646,413

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Fund Type G30, Capital Project Funds

**Fund 309, Metro Operations
and Construction**

	FY 2000 Actual	FY 2001 Adopted Budget Plan	FY 2001 Revised Budget Plan	FY 2002 Advertised Budget Plan	FY 2002 Adopted Budget Plan
Expenditures:					
Operating Expenditures					
Bus Operating Subsidy	\$24,353,350	\$24,877,144	\$24,877,144	\$26,026,617	\$26,026,617
Rail Operating Subsidy	17,815,076	19,816,595	19,816,595	17,964,482	17,964,482
ADA Paratransit - Metro	1,542,424	2,432,675	2,432,675	2,756,316	2,756,316
ADA Paratransit - FASTRAN	497,147	400,000	400,000	0	0
Service Enhancements	72,000	594,296	594,296	364,576	364,576
Springfield Circulator	87,000	375,000	404,000	642,600	642,600
Other Transportation	0	0	1,539,205	0	0
Subtotal - Operating Expenditures	\$44,366,997	\$48,495,710	\$50,063,915	\$47,754,591	\$47,754,591
Capital Construction Expenditures					
Capital Rail Contribution	\$14,377,806	\$10,658,688	\$10,658,688	\$894,630	\$894,630
Rail System					
Improvement/Expansion	0	400,000	400,000	400,000	400,000
Rail Reliability Program	2,441,686	3,564,541	3,564,541	5,992,840	5,992,840
Bus Capital	2,034,111	1,621,096	1,621,096	0	0
ARS Debt Service	3,168,928	3,168,928	3,168,928	3,168,928	3,168,928
Subtotal - Capital Construction					
Expenditures	\$22,022,531	\$19,413,253	\$19,413,253	\$10,456,398	\$10,456,398
Total Expenditures	\$66,389,528	\$67,908,963	\$69,477,168	\$58,210,989	\$58,210,989
Transfers Out:					
County Transit Systems (100)	\$1,368,988	\$1,205,704	\$1,205,704	\$1,435,424	\$1,435,424
Total Transfers Out	\$1,368,988	\$1,205,704	\$1,205,704	\$1,435,424	\$1,435,424
Total Disbursements	\$67,758,516	\$69,114,667	\$70,682,872	\$59,646,413	\$59,646,413
Ending Balance	\$2,938,449	\$0	\$0	\$0	\$0
General Fund	1,710,370	0	0	0	0
Bond Funds	1,228,079	0	0	0	0
Unreserved Balance	\$0	\$0	\$0	\$0	\$0

¹ The sale of bonds is based on a review of cash needs rather than cash and encumbrances as presented here for planning purposes. This is consistent with Board policy to sell bonds on a cash basis. On November 3, 1992, an amount of \$50 million was approved by the voters to fund the County's share of completing the Metrorail system in the Franconia/Springfield area. The actual amount authorized by the Board of Supervisors in the spring 1999 bond sale was \$17.805 million. The remaining \$26.895 million in authorized but unissued bonds, from the November 1992 transportation bond referendum, are programmed for the Infrastructure Renewal Program (IRP) at WMATA.